

Message Text

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PAGE 01 BONN 05677 291843Z
ACTION EB-08

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E.O. 11652: N/A
TAGS: EAIR, GW
SUBJECT: CIVAIR - FRG HEARINGS FOR NATIONAL AIRLINES
AND TRANS WORLD AIRLINES' OPERATING PERMITS

REF: BONN 3277

1. SUMMARY: EMBASSY OBSERVERS ATTENDED NATIONAL AIRLINES AND TWA HEARINGS AT FEDERAL MINISTRY OF TRANSPORT (FMT) MARCH 29. BOTH HEARINGS WERE BRIEF AND CONDUCTED IN A CONGENIAL ATMOSPHERE; PRIMARY ATTENTION WAS FOCUSED ON RATE QUESTIONS RELATED TO THE FORTHCOMING SEASON.

2. HANS WERNER PAAS, CHIEF OF THE SCHEDULED SERVICES DIVISION IN THE AVIATION DEPARTMENT, FMT CHAIRED BOTH HEARING-, WITH DR. STUKENBERG AND DIETER BARTKOWSKI ASSISTING. NATIONAL AIRLINE REPS WERE ACCOMPANIED BY GERMAN LEGAL COUNCIL. INTERESTED PARTIES (IN THE CASE OF NATIONAL) WERE REPS OF DEUTSCHE LUFTHANSA (DLH), PAN AMERICAN AIRWAYS (PAA) AND TRANS WORLD

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PAGE 02 BONN 05677 291843Z

AIRLINES (TWA). PAAS SURPRISINGLY DECIDED TO HOLD THE TWA HEARING ON THE SAME DATE, BUT ONLY ANNOUNCED HIS DECISION ON MARCH 28. SINCE TWA HAD ONLY PRESENTED ITS DOCUMENTATION ON MARCH 21, NO WRITTEN COMMENTS BY INTERESTED PARTIES COULD BE PRESENTED. WITH THE CONCURRENCE OF ALL PRESENT, PAAS GAVE INTERESTED PARTIES UNTIL APRIL 10 TO SUBMIT COMMENTS, WHICH WILL

BE ENTERED INTO THE RECORD. NATIONAL AND PAA
STATED IT WAS THEIR POLICY NOT TO COMMENT ON SUCH
APPLICATIONS BY OTHER U.S. CARRIERS SO THAT ONLY DLH
IS EXPECTED TO RESPOND.

3. NATIONAL PROVIDED A RESUME OF PROPOSED SCHEDULES,
EQUIPMENT AND RATES. DLH'S COMMENTS WERE ESSENTIALLY
ALONG THE LINES OF ITS WRITTEN PRESENTATION. DLH
CHIEF LEGAL COUNCIL (PROFESSOR RUDOLF), HOWEVER, MADE
IT CLEAR THAT WHILE DLH WOULD LIKE TO COMPETE WITH
NATIONAL ON THE PROPOSED ROUTES, THIS DESIRE COULD
NOT BE THE SUBJECT OF THE HEARING BUT MUST BE RAISED
AT A DIFFERENT LEVEL UNDER THE PROVISIONS OF THE BI-
LATERAL AIR AGREEMENT. NATIONAL CONFIRMED THAT ITS
PASSENGER AND CARGO RATES WOULD BE SIMILAR TO DLH
FILINGS ON RECORD WITH THE FMT, INCLUDING THE "HOLIDAY
FARE"; WHEREVER ADJUSTMENTS WERE NECESSARY, AMENDMENTS
TO ITS FILING WOULD BE FORTHCOMING. NO "BUDGET FARE"
IS INCLUDED IN THE PACKAGE. PAA AND TWA HAD NO
COMMENTS ON NATIONAL'S APPLICATION.

4. THE TWA HEARING WAS SIMILAR BUT BRIEFER THAN
NATIONAL'S. TWA REPS SAID THEIR RATES FOLLOW THOSE
OF DLH, WITH NO "BUDGET FARE" PROPOSAL. THE REPS
STATED TWA WAS PREPARED TO POSTPONE ITS REENTRY DATE
INTO THE FRG TO THE LATTER PART OF APRIL.

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PAGE 03 BONN 05677 291843Z

5. PAAS, OBVIOUSLY FOR PROCEDURAL REASONS, WAS NOT
PREPARED TO MAKE ANY STATEMENT ON THE DATES OF ISSUANCE
OF THE OPERATING PERMITS TO NATIONAL AND TWA. IT
APPEARED CLEAR, HOWEVER, THAT BOTH CARRIERS COULD
EXPECT TO START THEIR SERVICES ON SCHEDULES AS PLANNED.

6. IN HIS FINAL SUMMARY, PAAS ADDRESSED HIMSELF TO THE
OVERALL QUESTION OF RATES EFFECTIVE APRIL 1. HE NOTED
WITH SATISFACTION THAT THE PROPOSED RATES BY DLH,
NATIONAL AND TWA BETWEEN THE FRG AND USA NOW SEEMED
TO BE HARMONIZED (ALIGNED) AND EXPRESSED THE HOPE THAT
PAA COULD SEE ITS WAY TO WITHDRAW ITS "BUDGET FARE"
SO THAT THE CAB WOULD BE ABLE TO APPROVE QUICKLY THE
PENDING FILINGS. HE EMPHASIZED THAT IT WAS IN THE
INTEREST OF THE TRAVELING PUBLIC AND THE WELL-BEING OF
THE CARRIERS TO END THE UNCERTAINTY ON FARES FOR THE
COMING SUMMER SEASON.

STOESSEL

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